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REMARKS

Claims 1-20 are currently pending in the subject application and are presently under consideration. A new listing of the claims is at pages 2-5. Claims 1, 2 and 8-14 have been amended. New claims 15-20 have been added for consideration. Dependent claim 3 has been cancelled as portions thereof have been written up into independent claim 1.

Favorable reconsideration of the subject patent application is respectfully requested in view of the comments and amendments herein.

I. Objections to Claims 8, 9, 12 and 13

Claim 8 has been amended to correct a minor informality. Claims 9, 12 and 13 have been amended to more clearly claim the invention. Accordingly, it is respectfully submitted that these objections should be withdrawn.

II. Rejection of Claims 1-14 Under 35 U.S.C. §102(e)

Claims 1-14 are rejected under 35 U.S.C. §102(e) as being anticipated by Galipeau *et al.* (US Pat. No. 6,249,913 B1).

Applicant's representative respectfully requests that Examiner withdraw the rejection for at least the following reasons. Galipeau *et al.* does not teach each and every claimed limitation.

"A claim is anticipated only if *each and every element* as set forth in the claim is found, either expressly or inherently described in a single prior art reference." *Verdegaal Bros. v. Union Oil Co. of California*, 814 F.2d 628, 631, 2 USPQ 2d 1051, 1053 (Fed. Cir. 1987) Emphasis added. "The identical invention must be shown in as complete detail as is contained in the...claim." *Richardson v. Suzuki Motor Co.*, 868 F.2d 1226, 9 USPQ2d 1913, 1920 (Fed. Cir. 1989).

Galipeau *et al.* teaches an aircraft data management system that provides a passenger seated on the aircraft with a number of entertainment and productivity enhancing options. Such options include video, audio, internet, airplane systems data and

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power. Located proximate to each seat group is an integrated seat box that includes a network interface card that identifies a requesting passenger for proper directing of the required data and/or power from devices that interface with a network controller back to the requesting passenger. Both on-aircraft and off-aircraft devices may be accessed by the system. Accordingly, a seat-to-seat cable is disclosed that delivers both power and data to integrated seat boxes from a plurality of data sources and at least one power source. The seat-to-seat cable contains both data communication lines and power supply lines and transmits data and power from data sources and power sources to selected identifiable seats by way of the network controller. Among the requirements of the seat-to-seat cable are that it provide a sufficiently high bandwidth to support the various functions requested by the passenger. It should support high-speed data distribution to provide real time data delivery for audio and video and telephony.

Contrariwise, as recited in the system of amended claim 1, "...an integrated communication system for an aircraft" is provided having "...an integrated signal unit operable to receive and transmit a plurality of signals of disparate nature to and from a user of the at least one passenger seat in the aircraft..." and "...a plurality of aircraft communication links interfaced with the integrated signal unit for carrying the plurality of signals of disparate nature throughout the aircraft from sources of the plurality of signals of disparate nature, *the aircraft communications links include pre-existing aircraft telecommunications wiring...*". The phrase "telecommunications wiring" is understood in the art to mean a medium that facilitates the communications of telephone signals. Galipeau *et al.* does not teach the use of pre-existing telecommunications wiring in the aircraft. Thus, Applicant's representative respectfully requests that the rejection for this claim be withdrawn, and for claims 2 and 4-7 that depend therefrom.

With respect to amended claim 8, the seat unit of the aircraft communications system includes "...electrical circuitry coupled to and shared by the first audio processing receiving circuit and the second telephone signal processing circuit *such that the audio signals and the telephone signals are communicated by the seat unit over pre-existing aircraft telecommunications wiring to the passenger seat.*" Galipeau *et al.* does not teach the use of pre-existing telecommunications wiring in the aircraft. Thus, Applicant's

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representative respectfully requests that the rejection for this claim be withdrawn, and for claims 9-14 that depend therefrom.

New claim 15 recites in part a communications system for an aircraft that comprises "...an integrated signal unit that communicates a plurality of disparate signals of an aircraft bus to and from the passenger seat, *which signal unit interfaces to the aircraft bus via pre-existing telecommunications lines...*" As before, Galipeau *et al.* does not teach the use of pre-existing telecommunications wiring in the aircraft. Thus, claims 15-20 should be allowed.

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CONCLUSION

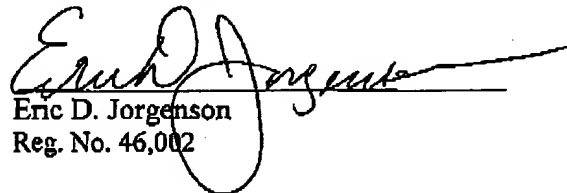
The present application is believed to be in condition for allowance in view of the above comments and amendments. A prompt action to such end is earnestly solicited.

In the event any fees are due in connection with this document, the Commissioner is authorized to charge those fees to Deposit Account No. 50-1063.

Should the Examiner believe a telephone interview would be helpful to expedite favorable prosecution, the Examiner is invited to contact applicant's undersigned representative at the telephone number below.

Respectfully submitted,

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